

## Commercial.

## THIS DAY.

We have not a single transaction to report from the Share Market this morning. Banks are steadier at 205 per cent. premium, while Docks and Luzons are weaker at a point lower than Saturday's rate. Other stocks remain as per annexed list.

4 o'clock p.m.  
Since noon small sales of Banks have been negotiated at 205 premium for cash. Yangtzes have changed hands at the increased rate of 1075 and more are wanted at the same figure. Docks have been sold at quotation and are now in good demand at the rate. Nothing in other stocks requires special mention.

**SHARES.**  
Hongkong and Shanghai Bank—Ex New Issue—104 per cent. premium.  
Hongkong and Shanghai Bank—New Issue—102 per cent. premium.  
Union Insurance Society of Canton—\$650 per share, buyers.  
China Traders' Insurance Company—\$2700 per share, buyers.  
North China Insurance—Tls. 1,600 per share, buyers.  
Canton Insurance Company, Limited—\$120 per share, buyers.

Yangtze Insurance Association—Tls. 1075 per share, ex div. sales and buyers.  
Chinese Insurance Company—\$230 per share, ex div. sellers.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$350 per share, sellers.  
China Fire Insurance Company—\$382 per share, buyers.

Hongkong and Whampoa Dock Company—61 per cent. premium, sales and buyers.  
Hongkong, Canton and Macao Steamboat Co.—\$22 per share, premium, buyers.  
China and Manila Steam Ship Company—120 per share.  
Hongkong Gas Company—\$80 per share.  
Hongkong Hotel Company—\$175 per share, buyers.  
Indo-China Steam Navigation Company, Limited—15 per cent. dis., sellers.  
China Sugar Refining Company, Limited—\$210 per share, buyers.  
China Sugar Refining Company (Debitures)—\$2 per cent. premium.

Luzon Sugar Refining Company, Limited—\$4 per share, sellers.  
Hongkong Ice Company—\$161 per share, buyers.  
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.  
Chinese Imperial Loan of 1878—1 per cent. prem. ex int.  
Chinese Imperial Loan of 1881—2 per cent. prem.

**EXCHANGE.**  
ON LONDON.—Bank, T. T. 3/7 1/2  
Bank Bills, on demand 3/7 1/2  
Bank Bills, at 30 days sight 3/7 1/2  
Bank Bills, at 4 months sight 3/8  
Credits, at 4 months sight 3/8 1/2  
Documentary Bills, at 4 months sight 3/8 1/2  
ON PARIS.—Bank, T. T. 4/56  
Bank Bills, on demand 4/56  
Credits, at 4 months sight 4/56  
ON BOMBAY.—Bank, T. T. 22 1/2  
ON CALCUTTA.—Bank, T. T. 22 1/2  
ON DEMAND 22 1/2  
ON SHANGHAI.—Bank, T. T. 72 1/2  
Private, 30 days sight 73 1/2

## OPIUM MARKET.—THIS DAY.

NEW MALWA.....per picul, —  
(Allowance, Tels.)  
OLD MALWA.....per picul, —  
(Allowance, Tels.)  
NEW PATNA (without choice) per chest, \$587 1/2  
NEW PATNA (first choice) per chest, \$595  
NEW PATNA (second choice) per chest, \$582  
NEW PATNA (bottom) per chest, \$597 1/2  
OLD PATNA (without choice) per chest, \$500  
OLD PATNA (bottom) per chest, \$505  
BENARES (without choice) per chest, \$553  
BENARES (bottom) per chest, \$556 1/2  
NEW PERSIAN (best quality).....per picul, —  
OLD PERSIAN (best quality).....per picul, —  
OLD PERSIAN (second quality).....per picul, —

## HONGKONG TEMPERATURE.

(From Messrs. FALCONER &amp; Co.'s Register.)

Barometer—1 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—8 P.M.	Thermometer—11 P.M.	Thermometer—1 P.M.
29.75	80.0	80.0	80.0	80.0	80.0
29.75	80.0	80.0	80.0	80.0	80.0
29.75	80.0	80.0	80.0	80.0	80.0
29.75	80.0	80.0	80.0	80.0	80.0
29.75	80.0	80.0	80.0	80.0	80.0

## CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

Barometer	Thermometer	Direction of Wind	Force	Dry Thermometer	Wet Thermometer	Weather	Hour of Rain	Quantity of Rain
29.75	80.0	SE	3	80.0	75.0	Cloudy	—	—
29.75	80.0	SE	3	80.0	75.0	Cloudy	—	—
29.75	80.0	SE	3	80.0	75.0	Cloudy	—	—
29.75	80.0	SE	3	80.0	75.0	Cloudy	—	—
29.75	80.0	SE	3	80.0	75.0	Cloudy	—	—

Barometer level of the sea in inches, sea and land. Thermometer in Fahrenheit degree and time when the open air in the shade is taken. Direction of Wind is indicated by the points N, N.E., E, S.E., S, S.W., W, W.N.W., N.W., and N.N.W. Force of Wind, 1 to 3 is light breeze, 4 to 6 moderate breeze, 7 to 9 strong breeze, 10 to 12 heavy breeze, 13 to 15 storm, 16 to 18 hurricane, 19 to 24 typhoon, 25 to 30 gale, 31 to 36 storm, 37 to 42 hurricane, 43 to 48 typhoon, 49 to 54 storm, 55 to 60 hurricane, 61 to 66 typhoon, 67 to 72 storm, 73 to 78 hurricane, 79 to 84 typhoon, 85 to 90 storm, 91 to 96 hurricane, 97 to 102 typhoon, 103 to 108 storm, 109 to 114 hurricane, 115 to 120 typhoon, 121 to 126 storm, 127 to 132 hurricane, 133 to 138 typhoon, 139 to 144 storm, 145 to 150 hurricane, 151 to 156 typhoon, 157 to 162 storm, 163 to 168 hurricane, 169 to 174 typhoon, 175 to 180 storm, 181 to 186 hurricane, 187 to 192 typhoon, 193 to 198 storm, 199 to 204 hurricane, 205 to 210 typhoon, 211 to 216 storm, 217 to 222 hurricane, 223 to 228 typhoon, 229 to 234 storm, 235 to 240 hurricane, 241 to 246 typhoon, 247 to 252 storm, 253 to 258 hurricane, 259 to 264 typhoon, 265 to 270 storm, 271 to 276 hurricane, 277 to 282 typhoon, 283 to 288 storm, 289 to 294 hurricane, 295 to 300 typhoon, 301 to 306 storm, 307 to 312 hurricane, 313 to 318 typhoon, 319 to 324 storm, 325 to 330 hurricane, 331 to 336 typhoon, 337 to 342 storm, 343 to 348 hurricane, 349 to 354 typhoon, 355 to 360 storm, 361 to 366 hurricane, 367 to 372 typhoon, 373 to 378 storm, 379 to 384 hurricane, 385 to 390 typhoon, 391 to 396 storm, 397 to 402 hurricane, 403 to 408 typhoon, 409 to 414 storm, 415 to 420 hurricane, 421 to 426 typhoon, 427 to 432 storm, 433 to 438 hurricane, 439 to 444 typhoon, 445 to 450 storm, 451 to 456 hurricane, 457 to 462 typhoon, 463 to 468 storm, 469 to 474 hurricane, 475 to 480 typhoon, 481 to 486 storm, 487 to 492 hurricane, 493 to 498 typhoon, 499 to 504 storm, 505 to 510 hurricane, 511 to 516 typhoon, 517 to 522 storm, 523 to 528 hurricane, 529 to 534 typhoon, 535 to 540 storm, 541 to 546 hurricane, 547 to 552 typhoon, 553 to 558 storm, 559 to 564 hurricane, 565 to 570 typhoon, 571 to 576 storm, 577 to 582 hurricane, 583 to 588 typhoon, 589 to 594 storm, 595 to 600 hurricane, 601 to 606 typhoon, 607 to 612 storm, 613 to 618 hurricane, 619 to 624 typhoon, 625 to 630 storm, 631 to 636 hurricane, 637 to 642 typhoon, 643 to 648 storm, 649 to 654 hurricane, 655 to 660 typhoon, 661 to 666 storm, 667 to 672 hurricane, 673 to 678 typhoon, 679 to 684 storm, 685 to 690 hurricane, 691 to 696 typhoon, 697 to 702 storm, 703 to 708 hurricane, 709 to 714 typhoon, 715 to 720 storm, 721 to 726 hurricane, 727 to 732 typhoon, 733 to 738 storm, 739 to 744 hurricane, 745 to 750 typhoon, 751 to 756 storm, 757 to 762 hurricane, 763 to 768 typhoon, 769 to 774 storm, 775 to 780 hurricane, 781 to 786 typhoon, 787 to 792 storm, 793 to 798 hurricane, 799 to 804 typhoon, 805 to 810 storm, 811 to 816 hurricane, 817 to 822 typhoon, 823 to 828 storm, 829 to 834 hurricane, 835 to 840 typhoon, 841 to 846 storm, 847 to 852 hurricane, 853 to 858 typhoon, 859 to 864 storm, 865 to 870 hurricane, 871 to 876 typhoon, 877 to 882 storm, 883 to 888 hurricane, 889 to 894 typhoon, 895 to 900 storm, 901 to 906 hurricane, 907 to 912 typhoon, 913 to 918 storm, 919 to 924 hurricane, 925 to 930 typhoon, 931 to 936 storm, 937 to 942 hurricane, 943 to 948 typhoon, 949 to 954 storm, 955 to 960 hurricane, 961 to 966 typhoon, 967 to 972 storm, 973 to 978 hurricane, 979 to 984 typhoon, 985 to 990 storm, 991 to 996 hurricane, 997 to 1002 typhoon, 1003 to 1008 storm, 1009 to 1014 hurricane, 1015 to 1020 typhoon, 1021 to 1026 storm, 1027 to 1032 hurricane, 1033 to 1038 typhoon, 1039 to 1044 storm, 1045 to 1050 hurricane, 1051 to 1056 typhoon, 1057 to 1062 storm, 1063 to 1068 hurricane, 1069 to 1074 typhoon, 1075 to 1080 storm, 1081 to 1086 hurricane, 1087 to 1092 typhoon, 1093 to 1098 storm, 1099 to 1104 hurricane, 1105 to 1110 typhoon, 1111 to 1116 storm, 1117 to 1122 hurricane, 1123 to 1128 typhoon, 1129 to 1134 storm, 1135 to 1140 hurricane, 1141 to 1146 typhoon, 1147 to 1152 storm, 1153 to 1158 hurricane, 1159 to 1164 typhoon, 1165 to 1170 storm, 1171 to 1176 hurricane, 1177 to 1182 typhoon, 1183 to 1188 storm, 1189 to 1194 hurricane, 1195 to 1200 typhoon, 1201 to 1206 storm, 1207 to 1212 hurricane, 1213 to 1218 typhoon, 1219 to 1224 storm, 1225 to 1230 hurricane, 1231 to 1236 typhoon, 1237 to 1242 storm, 1243 to 1248 hurricane, 1249 to 1254 typhoon, 1255 to 1260 storm, 1261 to 1266 hurricane, 1267 to 1272 typhoon, 1273 to 1278 storm, 1279 to 1284 hurricane, 1285 to 1290 typhoon, 1291 to 1296 storm, 1297 to 1302 hurricane, 1303 to 1308 typhoon, 1309 to 1314 storm, 1315 to 1320 hurricane, 1321 to 1326 typhoon, 1327 to 1332 storm, 1333 to 1338 hurricane, 1339 to 1344 typhoon, 1345 to 1350 storm, 1351 to 1356 hurricane, 1357 to 1362 typhoon, 1363 to 1368 storm, 1369 to 1374 hurricane, 1375 to 1380 typhoon, 1381 to 1386 storm, 1387 to 1392 hurricane, 1393 to 1398 typhoon, 1399 to 1404 storm, 1405 to 1410 hurricane, 1411 to 1416 typhoon, 1417 to 1422 storm, 1423 to 1428 hurricane, 1429 to 1434 typhoon, 1435 to 1440 storm, 1441 to 1446 hurricane, 1447 to 1452 typhoon, 1453 to 1458 storm, 1459 to 1464 hurricane, 1465 to 1470 typhoon, 1471 to 1476 storm, 1477 to 1482 hurricane, 1483 to 1488 typhoon, 1489 to 1494 storm, 1495 to 1500 hurricane, 1501 to 1506 typhoon, 1507 to 1512 storm, 1513 to 1518 hurricane, 1519 to 1524 typhoon, 1525 to 1530 storm, 1531 to 1536 hurricane, 1537 to 1542 typhoon, 1543 to 1548 storm, 1549 to 1554 hurricane, 1555 to 1560 typhoon, 1561 to 1566 storm, 1567 to 1572 hurricane, 1573 to 1578 typhoon, 1579 to 1584 storm, 1585 to 1590 hurricane, 1591 to 1596 typhoon, 1597 to 1602 storm, 1603 to 1608 hurricane, 1609 to 1614 typhoon, 1615 to 1620 storm, 1621 to 1626 hurricane, 1627 to 1632 typhoon, 1633 to 1638 storm, 1639 to 1644 hurricane, 1645 to 1650 typhoon, 1651 to 1656 storm, 1657 to 1662 hurricane, 1663 to 1668 typhoon, 1669 to 1674 storm, 1675 to 1680 hurricane, 1681 to 1686 typhoon, 1687 to 1692 storm, 1693 to 1698 hurricane, 1699 to 1704 typhoon, 1705 to 1710 storm, 1711 to 1716 hurricane, 1717 to 1722 typhoon, 1723 to 1728 storm, 1729 to 1734 hurricane, 1735 to 1740 typhoon, 1741 to 1746 storm, 1747 to 1752 hurricane, 1753 to 1758 typhoon, 1759 to 1764 storm, 1765 to 1770 hurricane, 1771 to 1776 typhoon, 1777 to 1782 storm, 1783 to 1788 hurricane, 1789 to 1794 typhoon, 1795 to 1800 storm, 1801 to 1806 hurricane, 1807 to 1812 typhoon, 1813 to 1818 storm, 1819 to 1824 hurricane, 1825 to 1830 typhoon, 1831 to 1836 storm, 1837 to 1842 hurricane, 1843 to 1848 typhoon, 1849 to 1854 storm, 1855 to 1860 hurricane, 1861 to 1866 typhoon, 1867 to 1872 storm, 1873 to 1878 hurricane, 1879 to 1884 typhoon, 1885 to 1890 storm, 1891 to 1896 hurricane, 1897 to 1902 typhoon, 1903 to 1908 storm, 1909 to 1914 hurricane, 1915 to 1920 typhoon, 1921 to 1926 storm, 1927 to 1932 hurricane, 1929 to 1934 typhoon, 1935 to 1940 storm, 1941 to 1946 hurricane, 1947 to 1952 typhoon, 1953 to 1958 storm, 1959 to 1964 hurricane, 1965 to 1970 typhoon, 1971 to 1976 storm, 1977 to 1982 hurricane, 1983 to 1988 typhoon, 1989 to 1994 storm, 1995 to 2000 hurricane, 2001 to 2006 typhoon, 2007 to 2012 storm, 2013 to 2018 hurricane, 2019 to 2024 typhoon, 2025 to 2030 storm, 2031 to 2036 hurricane, 2037 to 2042 typhoon, 2043 to 2048 storm, 2049 to 2054 hurricane, 2055 to 2060 typhoon, 2061 to 2066 storm, 2067 to 2072 hurricane, 2073 to 2078 typhoon, 2079 to 2084 storm, 2085 to 2090 hurricane, 2091 to 2096 typhoon, 2097 to 2102 storm, 2103 to 2108 hurricane, 2109 to 2114 typhoon, 2115 to 2120 storm, 2121 to 2126 hurricane, 2127 to 2132 typhoon, 2129 to 2134 storm, 2135 to 2140 hurricane, 2141 to 2146 typhoon, 2147 to 2152 storm, 2153 to 2158 hurricane, 2159 to 2164 typhoon, 2165 to 2170 storm, 2171 to 2176 hurricane, 2177 to 2182 typhoon, 2183 to 2188 storm, 2189 to 2194 hurricane, 2195 to 2200 typhoon, 2201 to 2206 storm, 2207 to 2212 hurricane, 2213 to 2218 typhoon, 2219 to 2224 storm, 2225 to 2230 hurricane, 2231 to 2236 typhoon, 2237 to 2242 storm, 2243 to 2248 hurricane, 2249 to 2254 typhoon, 2255 to 2260 storm, 2261 to 2266 hurricane, 2267 to 2272 typhoon, 2273 to 2278 storm, 2279 to 2284 hurricane, 2285 to 2290 typhoon, 2291 to 2296 storm, 2297 to 2302 hurricane, 2303 to 2308 typhoon, 2309 to 2314 storm, 2315 to 2320 hurricane, 2321 to 2326 typhoon, 2327 to 2332 storm, 2333 to 2338 hurricane, 2339 to 2344 typhoon, 2345 to 2350 storm, 2351 to 2356 hurricane, 2357 to 2362 typhoon, 2363 to 2368 storm, 2369 to 2374 hurricane, 2375 to 2380 typhoon, 2381 to 2386 storm, 2387 to 2392 hurricane, 2393 to 2398 typhoon, 2399 to 2404 storm, 2405 to 2410 hurricane, 2411 to 2416 typhoon, 2417 to 2422 storm, 2423 to 2428 hurricane, 2429 to 2434 typhoon, 2435 to 2440 storm, 2441 to 2446 hurricane, 2447 to 2452 typhoon, 2453 to 2458 storm, 2459 to 2464 hurricane, 2465 to 2470 typhoon, 2471 to 2476 storm, 2477 to 2482 hurricane, 2483 to 2488 typhoon, 2489 to 2494 storm, 2495 to 2500 hurricane, 2501 to 2506 typhoon, 2507 to 2512 storm, 2513 to 2518 hurricane, 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2794 typhoon, 2795 to 2800 storm, 2801 to 2806 hurricane, 2807 to 2812 typhoon, 2813 to 2818 storm, 2819 to 2824 hurricane, 2825 to 2830 typhoon, 2831 to 2836 storm, 2837 to 2842 hurricane, 2843 to 2848 typhoon, 2849 to 2854 storm, 2855 to 2860 hurricane, 2861 to 2866 typhoon, 2867 to 2872 storm, 2873 to 2878 hurricane, 2879 to 2884 typhoon, 2885 to 2890 storm, 2891 to 2896 hurricane, 2897 to 2902 typhoon, 2903 to 2908 storm, 2909 to 2914 hurricane, 2915 to 2920 typhoon, 2921 to 2926 storm, 2927 to 2932 hurricane, 2929 to 2934 typhoon, 2935 to 2940 storm, 2941 to 2946 hurricane, 2947 to 2952 typhoon, 2953 to 2958 storm, 2959 to 2964 hurricane, 2965 to 2970 typhoon, 2971 to 2976 storm, 2977 to 2982 hurricane, 2983 to 2988 typhoon, 2989 to 2994 storm, 2995 to 3000 hurricane, 3001 to 3006 typhoon, 3007 to 3012 storm, 3013 to 3018 hurricane, 3019 to 3024 typhoon, 3025 to 3030 storm, 3031 to 3036 hurricane, 3037 to 3042 typhoon, 3043 to 3048 storm, 3049 to 3054 hurricane, 3055 to 3060 typhoon, 3061 to 3066 storm, 3067 to 3072 hurricane, 3073 to 3078 typhoon, 3079 to 3084 storm, 3085 to 3090 hurricane, 3091 to 3096 typhoon, 3097 to 3102 storm, 3103 to 3108 hurricane, 3109 to 3114 typhoon, 3115 to 3120 storm, 3121 to 3126 hurricane, 3127 to 3132 typhoon, 3129 to 3134 storm, 3135 to 3140 hurricane, 3141 to 3146 typhoon, 3147 to 3152 storm, 3153 to 3158 hurricane, 3159 to 3164 typhoon, 3165 to 3170 storm, 3171 to 3176 hurricane, 3177 to 3182 typhoon, 3183 to 3188 storm, 3189 to 3194 hurricane, 3195 to 3200 typhoon, 3201 to 3206 storm, 3207 to 3212 hurricane, 3213 to 3218 typhoon, 3219 to 3224 storm, 3225 to 3230 hurricane, 3231 to 3236 typhoon, 3237 to 3242 storm, 3243 to 3248 hurricane, 3249 to 3254 typhoon, 3255 to 3260 storm, 3261 to 3266 hurricane, 3267 to 3272 typhoon, 3273 to 3278 storm, 3279 to 3284 hurricane, 3285 to 3290 typhoon, 3291 to 3296 storm, 3297 to 3302 hurricane, 3299 to 3304 typhoon, 3305 to 3310 storm, 3311 to 3316 hurricane, 3317 to 3322 typhoon, 3323 to 3328 storm, 3329 to 3334 hurricane, 3335 to 3340 typhoon, 3341 to 3346 storm, 3347 to 3352 hurricane, 3349 to 3354 typhoon, 3355 to 3360 storm, 3361 to 3366 hurricane, 3367 to 3372 typhoon, 3373 to 3378 storm, 3379 to 3384 hurricane, 3385 to 3390 typhoon, 3391 to 3396 storm, 3397 to 3402 hurricane, 3399 to 3404 typhoon, 3405 to 3410 storm, 3411 to 3416 hurricane, 3417 to 3422 typhoon, 3423 to 3428 storm, 3429 to 3434 hurricane, 3435 to 3440 typhoon, 3441 to 3446 storm, 3447 to 3452 hurricane, 3449 to 3454 typhoon, 3455 to 3460 storm, 3461 to 3466 hurricane, 3467 to 3472 typhoon, 3473 to 3478 storm, 3479 to 3484 hurricane, 3485 to 3490 typhoon, 3491 to 3496 storm, 3497 to 3502 hurricane, 3499 to 3504 typhoon, 3505 to 3510 storm, 3511 to 3516 hurricane, 3517 to 3522 typhoon, 3523 to 3528 storm, 3529 to 3534 hurricane, 3535 to 3540 typhoon, 3541 to 3546 storm, 3547 to 3552 hurricane, 3549 to 3554 typhoon, 3555 to 3560 storm, 3561 to 3566 hurricane, 3567 to 3572 typhoon, 3573 to 3578 storm, 3579 to 3584 hurricane, 3585 to 3590 typhoon, 3591 to 3596 storm, 3597 to 3602 hurricane, 3599 to 3604 typhoon, 3605 to 3610 storm, 3611 to 3616 hurricane, 3617 to 3622 typhoon, 3623 to 3628 storm, 3629 to 3634 hurricane, 3635 to 3640 typhoon, 3641 to 3646 storm, 3647 to 3652 hurricane, 3649 to 3654 typhoon, 3655 to 3660 storm, 3661 to 3666 hurricane, 3667 to 3672 typhoon, 3673 to 3678 storm, 3679 to 3684 hurricane, 3685 to 3690 typhoon, 3691 to 3696 storm, 3697 to 3702 hurricane, 3699 to 3704 typhoon, 3705 to 3710 storm, 3711 to 3716 hurricane, 3717 to 3722 typhoon, 3723 to 3728 storm, 3729 to 3734 hurricane, 3735 to 3740 typhoon, 3741 to 3746 storm, 3747 to 3752 hurricane, 3749 to 3754 typhoon, 3755 to 3760 storm, 3761 to 3766 hurricane, 3767 to 3772 typhoon, 3773 to 3778 storm, 3779 to 3784 hurricane, 3785 to 3790 typhoon, 3791 to 3796 storm, 3797 to 3802 hurricane, 3799 to 3804 typhoon, 3805 to 3810 storm, 3811 to 3816 hurricane, 3817 to 3822 typhoon, 3823 to 3828 storm, 3829 to 3834 hurricane, 3835 to 3840 typhoon, 3841 to 3846 storm, 3847 to 3852 hurricane, 3849 to 3854 typhoon, 3855 to 3860 storm, 3861 to 3866 hurricane, 3867 to 3872 typhoon, 3873 to 3878 storm, 3879 to 3884 hurricane, 3885 to 3890 typhoon, 3891 to 3896 storm, 3897 to 3902 hurricane, 3899 to 3904 typhoon, 3905 to 3910 storm, 3911 to 3916 hurricane, 3917 to 3922 typhoon, 3923 to 3928 storm, 3929 to 3934 hurricane, 3935 to 3940 typhoon, 3941 to 3946 storm, 3947 to 3952 hurricane, 3949 to 3954 typhoon, 3955 to 3960 storm, 3961 to 3966 hurricane, 3967 to 3972 typhoon, 3973 to 3978 storm, 3979 to 3984 hurricane, 3985 to 3990 typhoon, 3991 to 3996 storm, 3997 to 4002 hurricane, 3999 to 4004 typhoon, 4005 to 4010 storm, 4011 to 4016 hurricane, 4017 to 4022 typhoon, 4023 to 4028 storm, 4029 to 4034 hurricane, 4035 to 4040 typhoon, 4041 to 4046 storm, 4047 to 4052 hurricane, 4049 to 4054 typhoon, 4055 to 4060 storm, 4061 to 4066 hurricane, 4067 to 4072 typhoon, 4073 to 4078 storm, 4079 to 4084 hurricane, 4085 to 4090 typhoon, 4091 to 4096 storm, 4097 to 4102 hurricane, 4099 to 4104 typhoon, 4105 to 4110 storm, 4111 to 4116 hurricane, 4117 to 4122 typhoon, 4123 to 4128 storm, 4129 to 4134 hurricane, 4135 to 4140 typhoon, 4141 to 4146 storm, 4147 to 4152 hurricane, 4149 to 4154 typhoon, 4155 to 4160 storm, 4161 to 4166 hurricane, 4167 to 4172 typhoon, 4173 to 4178 storm, 4179 to 4184 hurricane, 4185 to 4190 typhoon, 4191 to 4196 storm, 4197 to 4202 hurricane, 4199 to 4204 typhoon, 4205 to 4210 storm, 4211 to 4216 hurricane, 4217 to 4222 typhoon, 4223 to 4228 storm, 4229 to 4234 hurricane, 4235 to 4240 typhoon, 4241 to 4246 storm, 4247 to 4252 hurricane, 4249 to 4254 typhoon, 4255 to 4260 storm, 4261 to 4266 hurricane, 4267 to 4272 typhoon, 4273 to 4278 storm, 4279 to 4284 hurricane, 4285 to 4290 typhoon, 4291 to 4296 storm, 4297 to 4302 hurricane, 4299 to 4304 typhoon, 4305 to 4310 storm, 4311 to 4316 hurricane, 4317 to 4322 typhoon, 4323 to 4328 storm, 4329 to 4334 hurricane, 4335 to 4340 typhoon, 4341 to 4346 storm, 4347 to 4352 hurricane, 4349 to 4354 typhoon, 4355 to 4360 storm, 4361 to 4366 hurricane, 4367 to 4372 typhoon, 4373 to 4378 storm, 4379 to 4384 hurricane, 4385 to 4390 typhoon, 4391 to 4396 storm, 4397 to 4402 hurricane, 4399 to 4404 typhoon, 4405 to 4410 storm, 4411 to 4416 hurricane, 4417 to 4422 typhoon, 4423 to 4428 storm, 4



CHUNG AVUK, a fireman, was sent to three months' imprisonment with hard labor by Captain Thomson this morning for the larceny of a pair of trousers, valued at \$1.50, the property of Mr. A. Ayam, a shopman in Jervois Street.

NEWS has reached Lisbon that the King of Dahomey, on hearing that Portugal contemplated ceding Whydah to England, ordered the Portuguese commander to abandon the fortress within sixty days, and threatened to decapitate all Portuguese subjects in case of any resistance.

THE following notice, signed by Captain Thomson, Emigration Officer of this port, appears in Saturday's *Gazette*—It is hereby notified that Chinese Emigrants cannot land at the Hawaiian Islands without the permission of the Government of that Kingdom; and the Master of any vessel landing Emigrants without having first obtained permission from the Governor, or from the Collector of the Port, is liable to a fine of Twenty Dollars for each passenger so disembarked.

#### THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

The ordinary half-yearly meeting of the shareholders of the above company was held at the offices in Queen's Road this afternoon at 3 o'clock. There were present: Messrs. E. R. Bellios (chairman), W. Reiners and the Hon. F. Bulkeley Johnson, directors; Messrs. J. F. C. DA ROZA, M. B. Polishwalla, A. S. Cohen, H. Foss, J. H. Rysie, A. F. Pereira, V. C. da Rocha, J. M. Armstrong, L. Hauschild, F. A. Ozaio, G. R. Lamherst, and Mr. P. A. da Costa, secretary.

The Secretary read the notice convening the meeting after which the Chairman called attention to the Report of the board of directors for the last half year stating that it would be seen that the company was in a much better position than heretofore. During the current half year there would be no extraordinary expenses to meet which had not been already mentioned. The repairs to the *Pawan* were only estimated while the new boilers of the *Kiu-kiang* had been contracted for \$27,000 in full. The reserve fund of the company now stood at \$200,000, and the shareholders were to be congratulated on the present strengthened position of the Company; and he felt pleased to recommend the payment of a larger dividend than had hitherto been paid. He would therefore propose that the report as presented be adopted.

Mr. Polishwalla seconded and the motion was carried unanimously.

The Chairman then said the business was the election of two directors. Messrs. Reiners and Johnson retire by rotation but were eligible for re-election. He would propose that they be re-elected.

Hon. P. Rysie said he had much pleasure in seconding.

The retiring auditors, Messrs. L. Hauschild and T. Arnold were unanimously re-elected upon the motion of Mr. Reiners seconded by Mr. Foss.

The Chairman thanked those present for their attendance and informed the shareholders that the dividend would be payable to-morrow.

A vote of thanks to the chairman, proposed by Mr. Foss, terminated the proceedings.

#### SHANGHAI.

We hear that several heavy fines have been imposed in Chefoo for trivial errors or oversights in several vessels' manifests.

The Chinese gunboat which arrived a few days ago at Chefoo from Seoul has brought very satisfactory news from the new port.

His Excellency the Minister for France will reside, from to-day, in the house near the Country Club formerly occupied by Mr. Hannen.

The telegraph has reached Ningpo and the *Kiangtze* on Saturday took down letters, &c., to be used in connection with the line, which is expected to be opened in a few days.

On the arrival of the *Kiangtze* at Pootoo, they found the No. 1 Chinese frigate at anchor there. Probably she is on a tour of inspection of harbours and channels, so as to find a way to escape the French.

Last Sunday, the 19th day of the 6th Chinese moon, being the birthday of Kwan-yin, the Ningpo people flocked to the temples on the Castle Hill to celebrate the occasion, and the road was crowded by devotees on their way to the temple to pay respect to the goddess.

We are told that the notorious pirate chief who has of late given so much trouble, has been brought into Ningpo in a Chinese gunboat, and landed amidst great excitement. Crowds of natives welcomed him. He has been pardoned and created a mandarin. This is the usual way with the Chinese, when they can't conquer, they become magnanimous.

It will be remembered by most of our readers that the *Fungshun* and *Taku* collided in the Beho some time since. This case was settled last week by arbitration, and the arbiters decided wholly in favour of the *Fungshun*. We hear that the damages to the *Fungshun* amounted to \$14,750, and the damages to the *Taku* to \$15,300.

Commodore Lang, with a fleet of seven gunboats, arrived at Chefoo on the 19th. In the new Chinese naval station, what-al-what, a foreign vessel is now discharging building materials for new barracks, etc., and stores for the government. This port is about half way between Chefoo and the N.E. Shanung Promontory.

A correspondent writes to us complaining of the incessant nuisance created in the Chefoo, Tientsin, Lloyd and other roads by the Chinese. It appears these rows are occasioned by the natives who visit the tea shops, who entering into conversation on topics, while imbibing the "cup that cheers and not inebriates," become so excited that a fight usually follows, and these fights are not always confined to one particular tea shop, but spread rapidly from house to house and street to street.

Last night one of these disturbances occurred in the Tientsin Road, and lasted from midnight until about two in the morning, interfering considerably with the rest of the more peaceably disposed residents.

The Imperial Chinese Telegraph Administration have made definite arrangements for their lines to be extended from Hankow to Hankow, touching at all the intermediate Yangtze ports. Two T'ung-tang has memorialized the Throne for the Imperial sanction of the undertaking and the work will be commenced as soon as this is granted.

A young man named Crosby, formerly in the Customs, and who had joined the American barque *H. D. Dudley*, died on board ship on Saturday last, from cholera. An able seaman named Daly, belonging to the American ship *Syren*, died in Hospital on Sunday morning from cholera. John McKenna, formerly chief mate of the *Obd. Basil*, who was only a few days ago sentenced to one year's imprisonment

for manslaughter, was taken ill at 2 a.m. on the 21st, and was released from the U.S. jail and sent to the General Hospital about 5.30 yesterday morning, where he died at 3 p.m.

The other day we mentioned a rumour to the effect that the French authorities were purchasing ponies for military operations in Tongking. We were then unable to trace the news to a reliable source, but it turns out to have been quite authentic. More than fifty ponies are leaving in the *Potang*, J. C. S. N. Co.'s steamer, Captain Irvine, which cleared yesterday, the 20th inst. for Hongkong and Canton. Their destination is said to be Haiphong. They are arranged on the deck of the *Potang* in temporary stalls; and we shall not be surprised to hear of a lively deck scene on the voyage down. The ponies have been equipped by Messrs. Pawley & Co. for military operations.

In writing the other day on the subject of cholera at Swatow we mentioned that the steamer *Tientsin*, from that port, was allowed to come into Shanghai, disembark her passengers and discharge her cargo, without any interference from the authorities in the shape of quarantine. Swatow has been declared an infected port by the Hongkong authorities, and we hear that the German steamer *Albatross* arrived at Chefoo three days ago, from Swatow, and was at once quarantined. At Swatow her chief officer and steward died of cholera.—*Courier*.

#### ICHANG.

[FROM A CORRESPONDENT.]

July 13th. We have had stirring times here lately. On the night of the 8th instant, there was a very heavy rain storm, the rain gauge showing 6 inches for 12 hours. The river rose 88 inches from 8 a.m. of the 8th to 8 a.m. on the 9th, and in the next twenty-four hours 52 inches. The water-mark registered 46 feet 3 inches, which is the highest point gained since Ichang has been opened to foreign trade. The river, which has increased its ordinary limits more than fourfold, has submerged the low-lying country to a depth of several feet and farmers have consequently been reduced to the greatest distress. Were loss of crops the only damage sustained there would be more than enough cause for regret, but unfortunately the consequences of the flood have been much more serious. It is currently reported that no less than 100 lives have been lost, about 15 miles below Ichang, through the terribly sudden rise of the river.

At Lan-yung, near the entrance of Ichang Gorge, some curious effects of the flood are to be seen. Here, there and everywhere are a series of eddying circles—whirlpools in fact—whose vortices are in many instances more than six feet beneath the encircling currents. Many of them seethe and froth like huge building cauldrons and cast up various coloured earths, amongst which a dull red predominates, traceable to the red river below Ichang. Navigation is precarious work amongst these miniature maelfstroms and boat-men take good care to give them a wide berth, well-knowing that if their frail craft should come within only their outer circles they would soon be drawn with terrible force into the yawning vortex from which escape would be impossible. Judging from the force with which water issues from the gorge, the current must run at the rate of at least 9 knots an hour. The steamship *Kianglung*, when sighted in Tiger's Teeth Gorges, was making very slow progress and tacking from side to side, to avoid the stream as much as possible.

The condition of the river is exciting grave fears, and questions are anxiously asked as to its probable decline, but few are sanguine enough to anticipate a speedy change, much as they may hope for it. Scores of families are hiring boats as temporary homes. From the 11th to the 13th instant the river fell 10 feet, and there was a great rush of water to join the waters from the Tung-ting and Poyang Lakes, which will no doubt give the lower river its benefit.

Mr. F. A. Morgan leaves to-morrow on a well earned leave of absence, his place being taken by Mr. Chalmers, late of Hankow.

Sickness and mortality are still rampant. Cholera is on the decline but unfortunately its place is being taken by something equally as bad, if not worse, in the shape of a fever, swift in its progress and terribly fatal in its results, death intervening if speedy precautions be not taken, with alarming rapidity. Not to horrify your readers with loathsome details, I may say that many of the symptoms lead one to suppose that it is the "black sickness" which we read of in more than one epoch of English history.—*Courier*.

#### KUKIANG.

[FROM A CORRESPONDENT.]

It is not often we have any news of public interest at this port. Last midnight there was a fire in the principal street of the suburb. As luck would have it there was little wind, otherwise the damage done would certainly have been much greater than it was. Nine good sized stores and houses were burned down, three large clothes stores being among the number. The owner of one of these lost his son. Efforts were made to get the boy out of the fire, but he became confused in the excitement, and was overcome by the smoke. He was burnt nearly to a cinder, only the trunk of the body remaining when it was discovered, his arms and legs having been burnt off. The body was left exposed for some hours, and large crowds went to see it. In the afternoon one of the walls of the burnt-out houses suddenly fell, and about twenty persons are said to have been injured some rather severely. When the wall fell, they were searching among the ruins for cash or anything else they could find.

There is a good deal of sickness here just now among the natives, and the Taotai has posted up a proclamation forbidding the eating of unripe fruit.

The water of the Yangtze is nearly level with the bund. The register stands at 40 feet 4 inches.—*Courier*.

#### TIENTSIN.

[FROM OUR CORRESPONDENT.]

July 17th, 1883. Li Hung-chang is again the Governor of Chihli. Chang is to go back to the Liang Kuang Tseng Kuo-chuan is called to Peking. This is the order of the day, but how long it will be before it is executed, no one can tell.

For Li is certain to plead for Chang to remain, and Chang will plead sickness. Tseng, who, like his father, will prepare for war against France, which the Governor General of Yün Kwei clamours for, the same as Tso did when he was Governor General of Shen-Kan. Memorial after memorial was sent in; first by Li then by Tso. They will now know that they are far from being willing to meet the foe. France may yet ask Li to account for the supply of troops, arms, and money to Tongking, and the masses of the missionaries &c., and he may not be so lucky as Tso was.

I discussed Mr. Bourée's convention with a well-informed Chinese official, and he agrees

that that convention was a bad mistake, and that it was lucky, both for France and China, that it was not ratified; because to divide Tongking and Annam between France and China would have been injurious to that nation, and might have given rise to a belief that China may have had the same intentions as regards Korea. This may account for Korea's present attitude to China. It would have divided trade, which is bad enough, instead of expanding it, which is the object of France; and of China, through the medium of the China Merchants' S. N. Co. The worst feature of all would have been the neutral zone, with the results thereof; namely, the part proposed by Mr. Bourée, which was inhabited by the Hill tribes; one-tenth of Tongking, and which contains the mines, to be allowed to be worked by the French, who were to be free to trade with Yunnan.

These tribes as described by Mr. Colquhoun, are hardy and resolute, and if France received nine-tenths of Tongking, both China and Annam would be compelled to expel the Black Flags, and where could they or would they go to, but to the neutral zone; so that the neutral zone, instead of bringing peace and facilities for trade by the Songko into Yunnan—this neutral zone, through which the Songko masses would have been entirely in the hands of these Black Flags, who, becoming united with those hardy tribes would not have improved matters, and would therefore have been a worse source of trouble to France and China. The Convention, it is said, does not say who was to be the ruler of this neutral zone. Surely it could not have been intended to give it as a compensation to the ruler of Annam—Tuduc. He who cannot rule what he has, still less could he a territory composed of such elements as that would have been.

The Chinese thought that to have this neutral zone as a neighbour would be preferable to having the French—Why should China prefer to have this neutral zone, through which the Black Flags whom they say are former rebels? They would become a refuge for all the refuse of Kwang Si, Kwang Tung and Yunnan; and a cradle for all sorts of trouble to China and France. Surely, when Mr. Bourée proposed, and Li Hung-chang accepted this, they paid a compliment to France, of which every Frenchman cannot be proud, nor, as that Chinese official says, China either.

China clearly sees, and her late actions prove to her, that her traditions have to be cast away whether she likes it or not, if she wishes to join the comity of Nations, and maintain it also, as said in the Memorials of Li Tso, Fan Yui-lien, Pan Ting-hsing, Liu Ming-chang, and Pao-chao but under a different system. If it is true that France has profited in hand that those attacks on Hanoi of late were made with Chinese troops, arms and money, whilst the Commissioner Li Hung-chang was negotiating with Mr. Tricou at Shanghai for a peaceable settlement of the matter, it is hard to see how the home papers can lay the blame on France.

China had to open negotiations with France on the question, because Tuduc sent ambassadors to China for the purpose, just as Marquis Tseng, according to the telegrams, has appealed to England and Russia, but China had no right to negotiate and act at the same time.

At any rate, well informed Chinese here say, that Messrs. Bourée, Li Hung-chang, Mr. Kien-tung, Tong King-sing and his brother and all, would have been of no benefit either to France or China, although the reading looks plausible, like Sir Rutherford Alcock's and the Chefoo Conventions. But Mr. Chalmers-Lacour looked at it from a practical point of view, saw the drift, and rejected it.—*Mercury*.

#### CATHOLIC DOCTRINE ON THE RIGHT OF REVOLUTION.

In the year 1879, Pope Leo wrote an encyclical in which he called the attention of all Catholics to the English included—to the writings of St. Thomas Aquinas. The following is a quotation from the letter of the Holy Father—

"Domestic and civil society would subsist much more securely and peacefully if the doctrine and teaching of the schools were sounder, more according with the authoritative teaching of the Church, such as the works of St. Thomas contain. For the opinions therein set forth, respecting the true nature of liberty, the divine origin of every form of authority, respecting laws and their binding force, and the just and paternal dominion of sovereigns, have very great power for the overthrowing of those novel principles of legislation, which are so destructive of peace and happiness."

We quote from a textbook on Ethics published in 1878 at Baltimore, edited by Rev. Walter Hill, S. J. St. Thomas declares that—

"Law is an ordinance of reason, for the common good, and promulgated by him who has the care of the community."

Again he says—

"It is of the essence of human law that it be ordained for the common or general good of the nation."

He asserts also what Irish landlords deny, namely, that—

"The good of the whole nation is something far better than the good of one man."

St. Thomas likewise informs us who should decide what is for the public good, as against the private interest of individual monopolists, in the following words—

"To ordain anything for the common good belongs either to the whole multitude or to some one acting in place of the whole multitude; and, therefore, to enact law either pertains to the whole multitude, or to some public person that has care of the whole multitude."

The Anglican Doctor, as St. Thomas is called, could find no arguments in support of tyrants. He says—

"Tyrannical government is not just; because it is not ordained for the public good. And, therefore, the removal of such a government has the nature of sedition, unless, perchance, when the tyrant's government is disturbed in a manner so unwisely that the multitude subject to him are more injured from the consequent confusion than from the tyrant's government. It is rather the tyrant himself that is seditious."

Cardinal Manning, in his refutation of Mr. Gladstone, written a few years ago, uses similar language—

"The civil ruler is for the defence of the people; but if he should make war on the people, the right of self-defence would justify resistance."

Another great man, Cardinal Bellarmine, is equally explicit on the subject—

"Take notice, particularly that the special forms of government come by human law, not by the law of nature; for it depends on the consent of the multitude to place over themselves a king, consul, or other magistrates; and, if there be a legitimate reason, the multitude can change a kingdom into an aristocracy, or a democracy, or the contrary, as was done in Rome."

#### STEAMERS EXPECTED.

The steamer *Claymore* left Singapore for this port on the morning of the 25th instant, and is due here on the 31st.

The O. S. S. Co.'s steamer *Taku* left Singapore on the morning of the 26th instant, and may be expected here on the 2nd and 3rd August.

The E. & A. steamer *Tamagawa* left Sydney on the 23rd instant, and may be expected here on the 15th August.

#### A BILL OF FARE 200 YEARS AGO.

[The following has been copied verbatim from a small MS. volume of miscellaneous character.]

A bill of fare at the Christening of Mr. Constable's child, Rector of Cockley Clay in Norfolk, Jan. 2, 1682.

Item 1.—A whole hog's head, soured, with carrots in the mouth, and pendants in the ears, with gilded oranges thick set.

Item 2.—2 ox's cheeks stewed, with 6 marrow bones.

Item 3.—A leg of veal larded, with 6 pullets.

Item 4.—A leg of mutton with 6 rabbits.

Item 5.—A chine of beef, chine of venison, chine of mutton, chine of veal, chine of pork, supported by 4 men.

Item 6.—A venison pasty.

Item 7.—A great minced pyc, with 12 small ones about it.

Item 8.—A gilt fat turkey, with 6 capons.

Item 9.—A bustard, with 6 pulvers.

Item 10.—A pheasant, with 6 woodcocks.

Item 11.—A great dish of tarts made all of sweetmeats.

Item 12.—A Westphalia ham, with 6 tongues.

Item 13.—A jowl of sturgeon.

Item 14.—A great charger of all sorts of sweetmeats, with wine and all sorts of liquors answerable.

The child, a girl, godfather, Mr. Green, a clergyman; godmothers, Miss Biddingfield, of Sherson, and a sister-in-law of Mr. Constable's. The guests, Mr. Bagg and daughter, and the godmothers.

The parish entertained at another house with roast and boiled beef, geese and turkeys.

#### MAILS EXPECTED.

##### THE ENGLISH MAIL.

The steamer *Ravenna*, with the next English mail, left Singapore on Friday, the 27th instant, at noon, and is due here on Wednesday, the 1st August.

##### THE INDIAN MAIL.

The steamer *Lennox*, with the next Indian mail, left Singapore for this port on the 29th instant, and may be expected to arrive here on or about the 3rd August.

#### Today's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).  
THE Company's Steamship

"ESMERALDA,"  
Captain Wright, will be despatched for the above Port, TO-MORROW, the 31st instant, at 5 P.M.

For Freight or Passage, apply to  
RUSSELL & Co.,  
General Managers.

Hongkong, 30th July, 1883. [597]

FOR SHANGHAI.  
THE Steamship

"CLAYMORE"  
Captain Gulland, will be despatched on or about the 1st August.

For Freight or Passage, apply to  
TURNER & Co.,  
Agents.

Hongkong, 30th July, 1883. [598]

NOTICE TO CONSIGNEES.  
FROM LONDON AND PORTS.

THE Steamship

"CLAYMORE"  
Captain Gulland, Consignees of Cargo by the above Steamer are informed that their Goods will be landed at their risk into Godown, No. 11, Wanchi. Delivery can be obtained from said Godown and/or the Wharf or Boats.

Goods remaining after the 9th August will be subject to rent and landing charges.

No Fire Insurance has been effected.

Optional Cargo will be forwarded on unless notice to the contrary is received from the Consignees before ELEVEN A.M. on the 31st July.

Bills of Lading will be Countersigned by  
TURNER & Co.,  
Agents.

Hongkong, 30th July, 1883. [599]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 6 per cent. or \$4.50 per Share, declared on the ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS, held THIS DAY will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TO-MORROW, TUESDAY, the 31st instant. Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors,  
P. A. DA COSTA,  
Secretary.

Hongkong, 30th July, 1883. [601]

TENDERS FOR THE PURCHASE OF THE WRECK OF THE U.S.S. "ASHUELOT."

TENDERS will be accepted for the Purchase of the wreck of the U.S.S. "ASHUELOT," as she now lies, together with all her armament, machinery, and equipment, comprising—

4 V-11 in M.L.S.B. GUNS.

6 BRONZE HOWITZERS.

And about 100 stands of Small Arms, Rifles, Breaching of the latest style, with a number of Pistols and Revolvers; also about eighty Hemi-spherical Scaled Tanks of Powder, containing about 150 lbs. each, about \$4,000 worth of new composite Boiler Tubes, and all the other appliances connected with the Armament of a War Vessel. Her equipment consists in part of 2 Bower Anchors and 300 fathoms of heavy Chain; a Stream Anchor and Chains; and several Kegs; new patent Captain's Copper Pilot Hoists (over one ton in weight); Engines and Boilers and a large supply of Engineers' Tools, all of the best description. Two Iron Chests containing about \$5,000 in Clean Mexican Gold.

The "ASHUELOT" is lying about three quarters of a mile to the N.E. of the Lamocks Light House in about fourteen fathoms of water. The Vessel is in an upright position, sheltered from the S.W. monsoon, and with proper appliances could be easily salvaged, and would make a handsome return to those who are in a position to undertake the salvaging of her.

Further Particulars can be obtained at the PAYMASTER'S Office, No. 14, Beaconsfield Arcade, and Tenders will be received up to and including the 14th day of August.

E. N. WHITEHOUSE,  
Paymaster, U.S. Navy,  
No. 14, Beaconsfield Arcade,  
Hongkong, 30th July, 1883. [600]

#### Intimations.

THE NORTH BORNEO STEAMSHIP COMPANY, LIMITED.

INCORPORATED WITH LIMITED LIABILITY UNDER THE NORTH BORNEO COMPANIES ACT OF 1883. WHEREBY THE LIABILITY OF EACH SHAREHOLDER IS LIMITED TO THE AMOUNT UNPAID ON HIS SHARES.

CAPITAL, \$200,000: DIVIDED INTO 2,000 SHARES OF \$100 EACH.

The First Call of \$50 per Share is payable as follows:—

On Application ..... \$ 5  
" Allotment ..... 10  
" 1st November, 1883 ..... 10  
" 1st February, 1884 ..... 10  
" 1st June, 1884 ..... 10

Further calls for the remaining \$50 will not exceed \$10 per Share each, and will not be made under three months' notice.

Where no allotment is made the deposit will be returned in full.

BOARD OF DIRECTORS.  
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HONGKONG AND SHANGHAI BANKING CORPORATION at Singapore, Hongkong, Shanghai, and London.

MANAGING AGENTS AND SECRETARIES.  
MESSRS. COWIE BROS.,  
Sandakan and Labuan.

AUDITOR.  
ALEXANDER COOK, Esq.

HEAD OFFICE.  
SANDAKAN, NORTH BORNEO.

THIS Company is formed to meet the requirements of the merchants, traders and planters of Sandakan Bay and the East Coast of North Borneo, and to facilitate the rapidly increasing trade and passenger traffic of the Bay and neighbouring Seas by running suitable Steamers, from port to port, amongst the various islands, rivers, and out-stations, and thus concentrating the trade in the larger ports of the Territory, where facilities are offered for direct transshipment into Steamers running to Singapore, Hongkong, the Coast of China, Australia, &c., &c. It is thought that, in carrying out on a properly organized system, the objects for which the Company has been formed, a legitimate and profitable outlet for capital is presented.

The system will include the maintenance of communication by Steam Launches between Elapora and the plantations now being commenced upon the rivers within the Bay of Sandakan, and the opening up, generally, of the trade with the Kinaabatangan, Labuk, Sugut, and other rivers and stations in North Borneo.

A concession of foreshore land to the extent of four acres has been provisionally secured, for a nominal payment, at twelve paces on the Coast where it is anticipated that is capable of development. These concessions, besides affording sites for the Company's wharves, godowns and offices, will, no doubt, as the country advances, form the centres of future settlements or townships, and thus constitute hereafter a distinct and special feature in the assets of the Company.

Upon the assumption that the Company may wish eventually to have independent accommodation at their head-quarters, the refusal on favourable terms, of desirable premises at Elapora has also been secured.

It is intended to procure, as soon as possible, two spacious Steam Launches to run to the various plantations within the Bay, itself, and also two suitable lighters; while for calling at the more distant places a steamer of about 300 tons capacity will be all that is necessary to meet the first requirements, in connection with which an agreement—conditional upon the formation of the Company—has been entered into for the purchase of the Steamer "ROYALIST," with the full benefit of all the contracts, engagements and privileges which she has with the Government and Chinese Merchants.



## Intimations.

## A. S. WATSON &amp; CO.

FAMILY AND DISPENSING  
CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
DRUGGISTS' SUNDRIES,  
PERFUMERS,  
IMPORTERS AND EXPORTERS

OR  
MANILA CIGARS,  
WINE AND SPIRIT MERCHANTS,  
AND  
MANUFACTURERS  
OF  
AERATED WATERS.

THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,  
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,  
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOOCOW.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the Manager, *Hongkong Telegraph*, and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

## TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the outlying districts who do not receive their copies before FIVE O'CLOCK will be obliged to at once communicating with the Manager.

## The Hongkong Telegraph

HONGKONG, MONDAY, JULY 30, 1883.

The present position of Hongkong, it will be readily admitted, on all hands, is neither a satisfactory nor an enviable one. By recent telegrams—and newspapers—from home it is plainly evident that the present political relations existing between the French Republic and Great Britain are, to use an expressive term common in diplomatic circles, severely strained. We have before us an extract from a London daily newspaper containing a report of a statement made to the House of Commons by Mr. Gladstone on the action of Admiral Prierre in Madagascar, in which the right honorable gentleman referred to the grave character of the situation caused by the indignities offered by the French officer to Her Majesty's representative at Tamatave and through him to the British flag. The present Prime Minister of Great Britain is, essentially a man of peace; his past career, extending over half a century, has almost invariably been marked by a strong aversion to an appeal to arms if this dreaded last resource could by any possible means be avoided; but in this instance the veteran statesman's utterances left no room for misconception, and coming from such a source rendered them all the more serious. Read between the lines, Mr. Gladstone's statement to the Commons simply meant that for the extraordinary action of the French Admiral in Madagascar towards the officers of Her Majesty's Consul, France must either make ample reparation—or the friendly relations which had existed for so long between the two countries would inevitably be disturbed. It would perhaps be scarcely accurate to say that Earl GRANVILLE's representations to the French Government assumed the shape of an ultimatum, but it is positively certain that M. CHATELAIN-LACOUR was led to understand that unless the *amende honorable* for what was a gross and unjustifiable outrage on international law and treaty rights was made, serious complications would ensue. That M. GRÉVY and his Ministers understood the gravity of the situation may be gathered from the fact that M. WADDINGTON (whose friendliness to Great Britain is well known) was at once appointed to succeed M. TISSOT as French Ambassador at London, and this appointment was looked upon here as well as at home as a desire on the part of the Republic to amicably arrange differences. However, in face of the feeling of irritation which has existed amongst the French people against Great Britain since the late Egyptian war, it would be very unwise to jump at the conclusion that any great concession towards *la perfide Albion* would be sanctioned by public

opinion. And therefore we are correct in stating that diplomatic relations between the two countries are severely strained.

Within two days sail from Hongkong a body of French troops, estimated to be some 12,000 strong, are waiting in battle array for the expected struggle in Tongking. A powerful French fleet commands the China Sea. Any day might bring us news of war between France and China, of even more serious complications, and yet this important colony is practically defenceless. Where is the British fleet? Admiral Wiles in the *Andalous*, with the remainder of the vessels of the China Squadron, is cruising somewhere in the north, idling away valuable time on the coast of Korea instead of being here where duty calls, and where the services of our men-of-war might be urgently required at any moment. Who is to blame for this extraordinary exhibition of short-sightedness we have no means of knowing; but Sir GEORGE BOWEN will be held responsible if he fails to take the necessary precautions to secure adequate protection for this colony, and the important interests which it represents, which have been entrusted to his charge.

We have no desire to appear in the role of alarmists, but it must be patent to every person in this colony that Hongkong is quite at the mercy of the Frenchmen-of-war, which so unexpectedly steamed into the harbour on Saturday morning. That the authorities were surprised, and to some extent alarmed, we have good grounds for knowing, nor can it be wondered at. Admiral MUYER has under his command on his present mission, whatever it may be, the iron-clad *Victorieuse*, the corvette *Villars*, the sloop *Volta* and the gunboat *Lutin*, not a very imposing force it is true, still far too powerful for anything we could at the moment place against it. We have the *Wism*, a high class fighting ship, but she is not in trim nor has she a crew on board; the *Sapphire* is also a heavily armed vessel, but the *Cockchafer*, *Midge*, *Eek*, *Suif*, and *Tweed* are mere gunboats which could offer no resistance to an iron-clad like the *Victorieuse*. And it must not be forgotten that a powerful French fleet is lying at anchor in Halong Bay, within forty-eight hours sail of Hongkong.

Without anticipating any serious troubles we submit to His Excellency the Governor and to the Naval Authorities that in view of the present unsettled state of the political atmosphere it is not prudent to leave Hongkong practically defenceless. Admiral WILES should be communicated with at once, and requested to bring the fleet to the south. If Governor Bowen is afraid to take such a responsibility on himself he should telegraph to the British Government for instructions. The answer His Excellency will receive if he follows our suggestion admits of no question. The Government have decided to reinforce the China Squadron and the *Rupert* is already being prepared for that purpose with all possible speed, so that it is apparently not their policy to be "caught napping" as Hongkong certainly has been in the present instance. The China Squadron is wanted in Hongkong; the greater portion of the fleet should never have left the port with a Franco-Chinese war staring us in the face.

It is, as has already been stated in these columns, the intention of the Americans to construct a canal across the peninsula of Florida, connecting the Atlantic Ocean with the Gulf of Mexico, thereby shortening the usual sea route from New York to New Orleans by some 600 miles or thereabouts. Of this project the *Daily Alta California* says: "The proposed canal across Northern Florida will, it is estimated, reduce the distance from New York to New Orleans 571 miles. It is claimed for the canal that it will practically continue the Mississippi to the eastern shore of Florida; that it will lessen time, distance and cost of transportation; reduce insurance and act as a check upon prices of transportation by rail and ocean steamer. The projectors point to the fact that eighty per cent. of corn and sixty per cent. of wheat of the country are grown in States bordering upon the Mississippi or its navigable tributaries, and that by their canal they will bring the mouth of the Mississippi 500 miles nearer to the markets of the world." The project of a canal across the Florida peninsula may not at the first outset seem of that importance to the world of British commerce as it does to that of the United States, yet a closer investigation as to the results which the proposed canal will most likely develop is well worthy of the serious consideration of Great Britain.

As is well known, the Gulf of Mexico, the western boundary of the Florida peninsula, is several feet higher than the level of the Atlantic Ocean, and that passing around Key West (or rather Cape Sable) the southernmost point of the United States, the Gulf Stream shapes its course in a northerly direction, branching towards several points of the globe till its

most eastern point is reached by washing the coast of the British Isles. It cannot be anticipated that the projected canal will carry its waters from East to West, as it will, without doubt, derive its supply of water from the Gulf of Mexico, the current of the canal as a natural sequence, flowing from West to East. The currents in the Gulf of Mexico are universally known to be of such an erratic nature that years of study by navigators in that part of the world have failed to produce any authentic chart in which tidal influences are reliably demonstrated. Again, situated as the Gulf of Mexico is, between the parallels wherein hurricanes most frequently occur, the atmospheric changes cannot fail to aid the natural uncertainty of navigation which there prevails. It is, therefore, greatly feared by *savants* who have given the question serious thought, that a divergence of the Gulf Stream would be effected by the construction of the proposed canal. It is also said that the soil of Florida, through where it is proposed to construct the canal, being of a swampy and soluble description, the fierce and varied currents of the Gulf of Mexico would force the artificial water-way to become as it were, a semi-natural outlet for the waters of the Gulf, whose currents would be thereby increased by the caving in of the banks of the canal, and would probably cause the partial flooding and consequent destruction of the surrounding country, thereby forming the cut-off portion of Florida into an independent island.

That British interests in the United Kingdom would possibly suffer is demonstrated by the theory that additional force and vigor will be given to the Gulf Stream, and the present point of divarication of that current off the coast of Newfoundland will be altered to a point farther north where it will fail to reach the shores of Great Britain, thus effecting considerable climatic changes. There can be little doubt that were this theory to become an actual fact, not only the climate but the agricultural interests of the country would be seriously prejudiced. Under all circumstances, therefore, this proposed Florida Canal should not be lost sight of by those whose interests are apparently so closely involved in the results which its success promises to establish.

## TELEGRAMS.

LONDON, July 27th.

CETEWAYO'S DEATH CONFIRMED.  
The report of Cetewayo's death is confirmed.

## LOCAL AND GENERAL.

THE visitors to the City Hall Museum for the week ended 29th July, were:—Europeans 115, Chinese 1,764; total 1,879.

A CONVOCATION of United Chapter, No. 1341, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely.

THE Queen has granted a pension of £150 per annum to Lady Palliser, widow of Major Sir William Palliser, C.B., the inventor of the Palliser gun and of numerous improvements connected with projectiles. Sir William Palliser sat from 1880 to the time of his death as one of the members for Taunton.

REPORTS by Her Majesty's Consul-General and Vice-Consuls in Cuba on the number and condition of the slaves in that island have been presented to Parliament. Consul-General CROWE expresses the opinion that the Cuban authorities are at present frankly and fairly enforcing the Emancipation Law, and that during the last three years nearly thirty thousand negroes have been freed from slavery.

IN the House of Commons on the 21st ult., the Chancellor of the Exchequer, in reply to Sir J. Hay, stated that no proposal for increased mail communication between this country and the Mauritius, including Madagascar, had been before the Treasury, and at present he could not see any necessity for a new line of communication with the Mauritius. The department concerned, however, would watch the course of events.

We learn that the doubling of the Great Northern Telegraph Company's section of the line between Wladivostok and Nagasaki was completed by the steamer *Scotia* on the 27th instant, and that the new duplicate cable is now open for traffic. The laying of the duplicate cable between Nagasaki and Shanghai was begun on Saturday and will probably be completed to-morrow, when the *Scotia* will meet the *Sette* near the North Saddle. The *Sette* has on board the heavy cable which is to be laid in the Yangtze river up to Woussung.

SIX rice-pounders were charged on remand before Mr. Woodhouse this morning with being in possession of deadly weapons and being without passes. Police Constable Mill Singh, No. 504, stated that he saw the prisoners walking along Hospital Road at 5 o'clock this morning when it was quite dark. He stopped the first prisoner who, on being searched, produced an iron bar from up his sleeve. The others ran away, but were eventually arrested by other constables. The defendants stated in their defence that they carried the weapons for their protection as one of their clansmen had been beaten in a gambling house at Tai-ping-shan. His Worship fined the first member in the sum of \$5, and ordered the others to be bound over in the sum of \$10 each to be of good behaviour for the next fortnight.

A REGULAR Lodge of Zealand, No. 325, will be held in Freemasons' Hall, Zealand Street, on Thursday evening next, the 2nd proximo, at 8.30 for 9 o'clock precisely.

At the festival of the Masonic Institution for Boys it was announced that the subscriptions exceeded twenty-two thousand pounds, being the largest amount ever given on such an occasion.

SIR JOHN COODE has been giving evidence before the Harbours Committee, and among the details of his great engineering experience he mentioned that at Colombo, in Ceylon, he was using in harbour construction blocks of concrete each weighing thirty tons, probably the largest ever made use of.

THE Plymouth correspondent of the *Daily News* writes on June 21st:—The Admiralty have ordered that the court-martial on the officers and crew of H.M.S. *Lively*, which was recently wrecked on the Hen and Chickens Rocks at Stomaway, is to be held at Devonport on Monday next. The court-martial is expected to last throughout the week.

THE French gunboat *Lutin* and the British steamer *Kwangtung* will go over to the Cosmopolitan Dock to-day. The American ship *Chocoma* went round to the Aberdeen Dock this morning, and the British steamer *Venice* will dock there to-morrow. The British steamer *Pongang* left the Aberdeen Dock to-day, and the *Sherard Osborne* will undock from there to-morrow. The German steamer *Lido* will leave the Cosmopolitan Dock to-morrow.

LAI ASING, a hawker, was relegated by Mr. Woodhouse this morning to the parental care of the Arbutnot Road authorities for the space of six calendar months, with hard labor, for stealing a \$1 note from Cha Akwan, a girl 9 years of age, last Saturday. The hawker tried to wriggle out of the trouble, but the evidence was too much even for his ingenuity which, for the next half year, will be employed on unravelling rope-yarn and mastering the mysteries of shot drill and the crank.

We are informed on good authority that there has been no fighting between the French and Annamese in Tongking for the past three weeks. Our informant remarks that the reported sortie and seven hours hard fighting at Namdinh, sent along by the *China Mail* correspondent, is a mere *canard*. Hostilities have been temporarily suspended, and negotiations towards a settlement of the dispute are proceeding between an Annamese Embassy and the French commander-in-chief at Hanoi.

IT has been discovered that the fire which occurred on board the *Mars* training ship, stationed in the Tay, off Dundee, some weeks ago, and by which damage to the extent of about £4,000 was sustained, was due to incendiarism. The Procurator-Fiscal for Fifeshire, who has been prosecuting inquiries, has discovered that three boys on board set the ship on fire, out of revenge, it is stated, for some punishment they had received. The result of the investigation has been reported to the Crown authorities in Edinburgh.

THE funeral of one of the native Roman Catholic priests, Rev. Fr. James Leang, who died suddenly the day before yesterday of apoplexy in the lungs, took place yesterday evening, at 6 o'clock in the Roman Catholic Cemetery amid a concourse of about 1000 persons. The Rev. Bishop Volante, assisted by eight other members of the R.C. priesthood, officiated at the grave. The deceased was a native of Honan and was 42 years of age. He was consecrated a priest in 1864. A number of the relatives followed the deceased to his last resting place.

We read that experiments are being made with earh torpedoes, the invention of an Austrian officer. These torpedoes can be placed underground and disposed behind rocks in such a way as the render roads dangerous and mountain passes impregnable. They may either be exploded at any given time or so arranged as to go off the moment they are disturbed, and their destructive energy is much greater than that of the most powerfully charged mines. The secret of the invention has been purchased by the Austrian Government, who have, however, consented to let the inventor supply Switzerland with as many of his torpedoes as she may require.

We have been favored with an almanac from the Novelty Store which is one of the most unique we have ever seen. The almanac dates from 1800 to 1950 and shows the day of the week on which any day falls in any month in any year during the above named period. It may be used as a monthly calendar by simply turning round the dial and placing the first day of the month under the week on which it commences. Full instructions are given as to its complete working, and, if only as a curio, it ought to be in every house. The card is artistically got up and beautifully mounted, and reflects great credit on the inventive genius who compiled it.

THE *Government Gazette* of Saturday last contains a return of the births and deaths in the colony for the second quarter of the present year, ended June 30th. Amongst the foreign community the births totalled 18 boys and 12 girls and the deaths 28 males and 14 females. Amongst the Chinese there were 238 births (135 boys and 103 girls), and 1,119 deaths of which 542 were males 574 females and 3 sex unknown. The deaths amongst the foreign community are detailed as follows:—British and foreign 12, Portuguese 8, Indians, &c., 7, and non-residents 13, making a grand total of 42. The annual death rate per thousand for the above named term has been computed as under:

Whole population	88.51
British and foreign community	17.90
British deducting non-residents	14.05
Chinese	89.20

The past quarter is probably the most unhealthy portion of the year, and yet the above figures will compare favorably with the mortality returns from English cities that possess the boasted drainage systems which Mr. Chadwick and his satellite, Mr. J. M. Price, advocate so vehemently for this colony. More on this point anon.

CHUN AKAN, a Celestial M.D., with a fighting case standing against him in the topside register, faced Captain Thomsett this morning on a charge of obstructing the district watchman in his duty and with threatening the life of that administrative official. His Worship ordered the fighting Doctor to find security in two householders of \$100 each to be of good behaviour for twelve calendar months or in default to be committed. The Medico retired into the "abode of bliss," being unable to find amongst his patients a couple of friends prepared to do the needful.

We read in home papers that another Waterloo veteran has joined the majority. Ambrose Millard was the old man's old-fashioned name. He joined the Royal Military Wagon Train at the age of fifteen, and served all through the great historical conflict which was so well fought under the eyes of Wellington and Napoleon. Then a grateful country stepped in, and after some years of waiting, gave the grizzled warrior a pension. "He enjoyed," too, we learn, "an extra pension for his Waterloo services." What this munificent pension was may be judged from the fact that "up to last year Ambrose Millard was employed in road-repairing." Poor old hero! Death, after all, may have been a release from drudgery.

THE Swatow correspondent of the *Amoy Gazette* writes on the 23rd instant:—Cholera is abating among the natives and some of the villages or towns are quite clear of it. Last night the German barque *Marie* lost a man. It was only four days previous that the Captain buried his wife and he himself had a struggle to get over it. In all six Europeans have succumbed to the destructive disease since its outbreak in port. "What is a very strange and happy circumstance is that not a resident has been turned over to mother earth from it. Frails I believe to have been the cause in some cases. One sad tale was brought to me. Could I help to recall three brothers who are now at sea. There mother took ill and died first, then one after the other of the wives of these men. There are now neither mother nor wife left to welcome them on their return.

SAVES the *Shanghai Courier* of the 23rd inst.:—On Saturday night a band of young men, mostly Englishmen, and their number variously estimated at from thirty to fifty, went to the Austro-Hungarian Consulate, and called on Mr. Haas to come out. When he appeared at the door of his residence, he was received with cheers. They gave "three cheers for Mr. Haas," "three cheers for the Austro-Hungarian Consulate," and "three cheers for the British Assessor." Mr. Haas begged of them to go away quietly. They afterwards went to the United States Consulate, and called on Mr. Denny to come out, and in a similar manner greeted him with cheers. The demonstration shows how the action of Mr. Denny, as Senior Consul, and Mr. Haas as an Assessor of the Mixed Court, in connection with the case of Si-yung, has met with public approbation.

THE *Courier* of the 24th inst. is responsible for the following:—This morning's *North-China Daily News* contains the following paragraph:—"Yesterday a parcel of books were offered for sale at auction by Messrs. Mackenzie, including partly bound copies of the *North-China Herald* from 1869 to 1882 and *Celestial Empire* from 1872 to 1882. The *Herald* fetched the £1, but the *Celestial Empire* was not even honoured with a bid." This is very amusing. It was no doubt intended as a hard hit against us to the relative value of the two papers. Mr. Balfour overlooking the important fact that the auction was really a practical test of the value of his own ability as an editor. The *Celestial Empire* was started in 1874 (not 1872) under Mr. Balfour's editorship, and he had sole charge of it until July 1877, so that three years of his own editorial work to use the language of his own paragraph, was not even honoured with a bid. Mr. Balfour has himself established that his value as an editor is not as the proprietors of the *North-China Daily News* now know to their cost; whereas in the old volumes of the *North-China Herald* that sold for £1, there is over six years' work of the present editor of the *Celestial Empire*, and not one year of Mr. Balfour's. This demonstrates that the *Celestial Empire* under the present management is a more valuable paper than the old established *North-China Herald*.

THE British 3-machopner *Loong Wah*, Captain G. F. Graham, reports left the anchorage at Singapore on the 13th instant, with light Easterly airs. Paired Worsburgh Light on the 14th with light S.E. and Easterly winds which continued until the 20th when Cape Padaran was passed. From thence to the westward of the Paracels had brisk westerly winds and strong squalls, accompanied by heavy rain from the Tongking gulf. On the 26th in lat. 17 deg. 48 min. N. long. 110 deg. 3 min. E. the barometer showed 29.68 and was going steadily down; had heavy rains with thunder and lightning and high confused sea, the wind hauling round to the northward. At noon the barometer stood at 29.62 and was still going steadily down; the wind being very unsteady from W. to N. with high N.E. sea. On the morning of the 27th, barometer 29.58, had heavy squalls with the wind veering to the westerly with clear sky in the west and every appearance of threatening weather in the Eastward. Sent down the gulf and royal yards and double reefed all sails and stood away to the E.N.E. At noon the barometer was 29.60 with a steady downpour of rain and high confused sea. At 3 p.m. bar. 29.55, with wind veering westerly; made more sail as the barometer began to rise, showing 29.61. On the 28th, in lat. 20.38 N. long. 112.33 E. barometer rising and moderating. Crossed light yards and set all sail. On the 27th had light southerly winds with strong S.W. current. At 10 p.m. passed the Ladrones with light E. airs, and from thence to port had light baffling airs and calms. Anchored at noon on the 28th, all well, having sustained no damage during the severe blow.

TAM LUM PO, an unemployed lad, was ordered by Captain Thomsett this morning to be flogged with eight strokes on the breech and undergo six days confinement, for stealing an umbrella valued at 30 cents. The lad stated in defence that a man threw the umbrella at him and he merely picked it up.

THE following chapters have been effected in Amoy during the past fortnight:—*Sofia*, 7,500 peculs, Newchwang, and back 22 day days, \$1,500;—*Peter*, 7,500 peculs, Taiwan, Chefoo, Amoy, 28 day days, \$1,750;—*Almatia*, 8,000 peculs, Chefoo to Amoy 22 day days, 15 cents per pecul;—*Countess of Errol*, 6,000 peculs, Swatow to Mauritius, 15 day days, private terms;—*G. H. Wappius*, 13,000 peculs, Chefoo to Amoy, 27 day days, 15 cents per pecul;—*Martidan*, 7,500 peculs, to Newchwang and back, 25 day days, \$1,160.

ON the 13th inst., we published the following paragraph, on what we had and have now every reason to believe was excellent authority:—"We hear that Captain Howarth, and battalion 'The Buffs,' at present stationed in Hongkong, will shortly leave the colony to assume the position of captain superintendent of police in Shanghai. The police force in the Model Settlement is to be reorganised on the same principle as our local force, and we understand that Captain Howarth has been engaged so as to combine the police duties of the men with a military training, in order to form a body of drilled troops in any case of emergency for the defence of the Settlement." In reproducing the above our Shanghai contemporary the *Courier* in its morning issue remarks that it sees no reason to doubt its authenticity; but, after making inquiries, says in the evening edition:—"We have been informed on the best authority that no appointment of a new superintendent has been made." The Watch Committee have drawn up a report on the subject of the reform of the police force; this report has been approved by the Council, is now in the hands of printers, and will be circulated among the ratepayers. A special meeting of ratepayers will be held about a month hence when the report will be submitted for approval by the ratepayers.

The *Mercury* in dealing with the same subject observes:—"We should think out contemporary would have acted wisely if it had made enquiries before writing a sensational paragraph on such a public topic; and for fear any of our residents should have been misled by a false statement (?) we now endeavour to put them right. The facts of the case is (sic) simply this (sic):—While Major Halahan of 'The Buffs' was in Shanghai the topic of the police question was then being pretty well discussed, and he knew from different discussions that there was about to be a change, and in regard to the police in Shanghai, he had no doubt spoke of it on his return to Hongkong, as several gentlemen (Captain Howarth amongst them) in Hongkong and elsewhere have made applications and enquiries; but from what we can learn Captain Howarth has never made an application for the position of Captain Superintendent of Police in Shanghai, nor has it ever been offered to him; so there is not a shred of truth in what our contemporary state (sic) that they (sic) have no reason to doubt its authenticity." We are also informed that the new police scheme has been duly submitted to the Municipal Council and accepted by them; and that they have ordered it to be printed and circulated amongst the ratepayers, and that it is now in type. A meeting of ratepayers is to be called to obtain their opinion and sanction."

THE "Special War Correspondent" of our evening contemporary, like most "amateur journalists" has evidently quickly found out in his new line of business that necessity is the mother of invention, and that invention is a grim necessity if he means in his present position to make a fair show towards earning the princely stipend set aside as an honorarium for his valuable services. The length of this correspondent's despatches leaves no room for complaint, but we are not quite so sure about the breadth of his editorial penmanship. Writing from Haiphong on the 24th inst., this noble warrior describes "a sortie on a large scale" which (he says) had been made from Namdinh by Colonel Badans on the previous day, which resulted in an important victory for the French. But let the "war special" tell the tale in his own eloquent strain:

"A sharp engagement recently occurred near Haiphong, a well concerted attack was made upon the Annamese position outside Namdinh by all the available troops at the disposal of the Government. Over 200 French Marine Infantry, 200 Annamese Artillery, and about 200 Annamese Cavalry composed of the best of the troops were engaged in the morning of the 19th, the enemy's position being partially surrounded before the attack was commenced, and the Annamese were driven back to the rear. The Annamese were completely routed and driven from the position with a loss of 1,000 men, killed and wounded, and seven guns captured. All the French troops were unscathed, and the French position was strengthened by the capture of the enemy's position. The French position was strengthened by the capture of the enemy's position. The French position was strengthened by the capture of the enemy's position."

Does the *China Mail* correspondent consider the readers of that journal brainless idiots, or what? Does he really imagine that there is a single being in this colony who is utterly bereft of reason, as to place the slightest acrimony of reliance on such a cock and bull yarn as this? Now let us see what we are asked to swallow. The French go strong (including 200 Annamese converts) surround a fortified position occupied by some 600 Annamese, and Chinese, armed with breech-loading rifles of the latest and most approved patterns. From 7 o'clock in the morning until 11 in the afternoon the battle rages furiously, and then the Annamese are completely routed, and driven from the position with a loss of 1,000 men, killed and seven guns captured. But when we read that the French position was strengthened by the capture of the enemy's position, we are forced to the conclusion that for barefaced, sensational inventions this war correspondent could give the renowned Munchausen a long start, and that he is not only a liar, but a liar of a most extraordinary order. If the French really captured such a position in the vicinity of Namdinh, it is all the more reason why the French should have been able to capture it. The French position was strengthened by the capture of the enemy's position. The French position was strengthened by the capture of the enemy's position. The French position was strengthened by the capture of the enemy's position."



## Shipping

## STEAMERS

FOR YOKOHAMA AND HIOGO.  
THE Steamship  
"BENGLOE."  
Captain Webster, will be despatched as above  
TO-MORROW, the 1st instant, at DAYLIGHT.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 28th July, 1885. [588

FOR SYDNEY AND MELBOURNE,  
VIA FOOSHOW

(Calling at PORT DARWIN, THURSDAY ISLAND,  
COOKTOWN, TOWNSVILLE, and BRISBANE,  
and taking through Cargo to ADELAIDE,  
NEW ZEALAND and TASMANIAN  
PORTS, NEW CALEDONIA  
and FIJI.)

# THE Steamship

Captain Drake, will be despatched as above  
on SATURDAY, the 4th August, at FIVE P.M.  
For Freight or Passage, apply to  
GEO. R. STEVENS & Co.  
Hongkong, 26th July, 1882. [504]

**FOR SYDNEY AND MELBOURNE.**  
(Calling at PORT DARWIN and QUEENSLAND  
PORTS, and taking through Cargo to NEW

**THE Eastern and Australian Steamship Company's Chartered Steamer**  
**"FEI-LUNG,"**  
 Captain Allison, will be despatched as above on **TUESDAY, the 7th August, at FOUR P.M.**  
 Parcels (all of which must be sent to our Office) will be received up to **4 P.M., on the 6th August.**  
 Contents and Value of the Packages must be declared.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,

Hongkong, 27th July, 1883. [596]

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NOUVELLE COMPAGNIE MARSEILLAISE  
DE NAVIGATION A VAPEUR.

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THE Steamship

**"GOLCONDE,"**  
Andrac, Commander, will sail on or about the 20th August, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection

with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, *by which through freight may be booked.*

The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.

Each Steamer carries a Surgeon and Stewardess.

This Steamer has splendid accommodation for First and Second Class Passengers. The Line is noted for its Cuisine, Beer and Table Wines are included in the Passage Money. Special rates are arranged for families.

For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
Sole Agents,  
HONGKONG 21st July, 1886. 1886

**SAVING HUSBAND**

## SAILING VESSELS.

THE 3/3 L. I. I. British Ship

**"G. C. TRUFANT,"**  
Thomas, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to

Hongkong, 14th July, 1883. RUSSELL & Co. [563]

FOR SAN FRANCISCO.  
THE 3/3 L. I. I. American Ship  
"McLAURIN,"  
Little Master will load here for the above Port

For Freight, apply to

RUSSELL & Co.  
Hongkong, 22nd June, 1883. [495]

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FOR SAN FRANCISCO.  
THE 3/3 L. I. I. American Bark

"ADOLPH OBRIG,"  
Staples, Master, will load here for the above.

For Freight, apply to  
**RUSSELL & Co.**  
 Hongkong, 9th June, 1883. [454]

## Consioneers

**OCCIDENTAL AND ORIENTAL STEAM-  
SHIP COMPANY.**  
**NOTICE.**

**CONSIGNEES of Cargo per Steamship**  
**"ARABIC"**

the above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignee's risk

and expense.

F. E. FOSTER,  
Agent.

Hongkong, 28th July, 1883. [2]

**FOR SALE**

**THE OWNER** being about to retire from Business is open to negotiate for the Sale of the **GOOD-WILL, FITTINGS, and FURNITURE** Complete of the Old Established and

well-known establishment known as the "NATIONAL HOTEL" situated at Nos. 322 and 324,

QUEEN'S ROAD CENTRAL. THE HOUSE CONTAINS TWO BILLIARD TABLES, (one English and one American) which are in first-class condition. For further Particulars apply to

For further Particulars apply to  
**JOHN OLSON**

Hongkong, 14th June, 1883. [45]